

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

SECRET/CONTROL - U.S. OFFICIALS

SECURITY INFORMATION

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

618391

COUNTRY	East Germany	REPORT		25X1
SUBJECT	Welzow Airfield	DATE DISTR.	q13 May 1954	
		NO. OF PAGES	6	
DATE OF INFO.		REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED		REFERENCES		

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. Aircraft.

- a. On 23 February 1954, the following aircraft were observed on the airfield:

28 MiG-15's
6 LA-9's
2 LI-2's
1 PO-2
1 Yak-14

- b. On 12 February 1954, four LI-2's were seen airborne. It is not known when two of them left the airfield, but it is fairly certain that there were only two on 23 February. On 25 January one LI-2 was seen to land and later to take off with some passengers, an event to which popular rumor attached some connection with the four-power conference.

25X1

- c. The LA-9's have not been seen in the air.

25X1

2. Air Activity.

- a. 12 and 13 February: There was day and night flying, from 10 a.m. to midnight, consisting of take-offs, short flights, and landings only.

25 YEAR
RE-REVIEW

SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	ARMY	X	NAVY	X	AIR Ev.	X	FBI		AEC					
-------	------	---	------	---	---------	---	-----	--	-----	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -

25X1

- b. 15 February: Day flying took place from 11 a.m. to 4 p.m. The two aircraft carried out air-to-ground firing practices. 25X1
- c. 16 February: There was night flying, from 8 p.m. to 10 p.m. The exercise consisted of extended flights during which the aircraft was absent from the airfield for a period of half an hour at a time before landing and taking off again. Only one aircraft took part.
- d. 18 February: The same exercises were held from 6 p.m. to 10:30 p.m., but on this occasion two aircraft participated.
- e. 19 February: There was day and night flying from 2 p.m. to 0:45 a.m. Take-offs, short flights and landings were practiced.
- f. The airfield was lighted during the night exercises. In addition to the normal lighting facilities, there were two searchlights, one 200 meters away from the runway and to one side of it, and the other approximately 150 meters distant and on the approach side. As soon as the aircraft had taken off, the first searchlight kept turning at an angle of 40° to 45°, only switching off when the aircraft was getting ready to land. The second searchlight was then switched on to give a level beam straight down the runway, switching off again as soon as the aircraft was seen to be touching down.
- g. During the air-to-ground firing exercises on 15 February, the aircraft took off at approximately one-minute intervals from the north-east end of the runway, and flew a left-hand circuit around the airfield over Welzow, at a height of 600 meters. They prepared to attack the ground targets at Weissenberg, to the southwest of the airfield, when they were at a point above the railroad from Welzow to Petershain. They then began to dive at the target, braking at about 550 meters to 600 meters above the ground, and opened fire at a height of approximately 100 meters. Each aircraft fired one short burst of three or four shells. After making four such attacks the aircraft landed, presumably to change pilots, although this could not actually be observed. Each aircraft was in the air for about 25 to 30 minutes, and on the ground for only a half to one minute. The targets were not observed on this occasion but previously were identified as white sheets, approximately four by four meters.
- h. On 23 February, engines were warmed up from about 7 a.m. to 7:30 a.m., after the usual "W" sign from the radio beacon had been heard over the ordinary receivers beginning at about 6 a.m. No flying took place, however, although the weather was excellent.
- i. The landing gear lights on the MiG-15's were definitely turned on both during the day and at night when the landing gear was extended.

3. Runway Clearance.

Runway clearance has been observed on a number of occasions. Whereas the previous unit of IL-28's had a small truck-type snow plough, the present unit operates in two stages. In the first stage, a tractor tows a wedge-shaped home-made plough of tree trunks lashed together with the apex fastened to the tractor. The rear portion of the plough is estimated to be 20 meters wide. The distance from the apex to the front portion does not measure much more than 1½ meters. In the second stage, 600 airmen and soldiers with shovels and scrapers, both metal and wood, finish clearance of the runway. Similar methods were used for the removal of ice, whenever this was found necessary.

4. Tank Trucks.

There are about 30 to 40 tank trucks on the airfield. These arrived either with the unit on the airfield, or subsequently. Some of the tank trucks have trailers or equal capacity, but it is not possible to say how many.

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 3 -

25X1

The capacity of each tank truck has been estimated at between 3000 and 4000 liters. The flexible fuel pipes have a diameter of at least 10 centimeters. The size of the fuel tank is estimated as follows: length 6 meters, oval in shape, the broader side-to-side width about 1.80 meters, and the narrower up-and-down measurement approximately 1.20 meters.

5. Personnel.

- a. The commanding officer of the installation is a lieutenant colonel.
- b. It is estimated that 1600 to 1800 Soviet Air Force personnel are stationed on the airfield.
- c. At least 80% of the present personnel appear to be between the ages of 18 and 20 years. In addition to the military, there are between 300 and 400 women and children, the families of those on the airfield. These are accommodated in about four barracks, completed in 1953, between the railroad and the older barracks to the north-east of the complex. One of the new barracks is still empty. It is rumored that it is to accommodate Volkspolizei troops. (See sketch 1 for installations.)

6. Radio and Radar.

- a. Located 600 meters from the northeast end of, and in direct line with, the runway is a stationary mast. (See item S 1 in Sketch 2) At a distance of 300 meters from it are five other masts. The mast in the center is lower than the surrounding four. There also is an approximately 15-meter-high mast located about 30 meters distant from the five. All masts are removable. (See R 1 to R 6 in Sketch 2) A further 3000 to 4000 meters away is a second stationary mast which is larger than the first. (See S 2 in Sketch 2.)
- b. There have been no observations made of personnel at the mast S1. It has been specifically noted that the four men usually to be seen at masts R1 to R6 wear blue shoulder-boards. The visiting officers wear either blue or black shoulder-boards, depending on which officer is on duty. Watch dogs support the men on duty. Occasionally a senior lieutenant with green shoulder-boards has also been observed, presumably on a tour of inspection.
- c. All personnel at the stationary mast S2 wear black shoulder-boards. There are a senior lieutenant, two lieutenants and fourteen enlisted men, with at least one triaxle vehicle at this position.
- d. The removable masts, R1 to R6, are placed at the northeast end of the runway only when take-offs are made from the northeast. When aircraft take off from the southwest end, the removable masts, R 1 to R 6, are dismantled and set up at the same relative position at the southwest end of the runway. Removal is carried out by six men with blue shoulder-boards who arrive in a 3-axle radio vehicle. Dismantling takes from one and a half hours to a maximum of two hours.
- e. Since January the signal, which is picked up on the medium wave length when flying takes place either by day or night, has been a quite distinct Morse Code "W".

25X1

7. Telephone Lines.

There are telephone lines linking flying control at the eastern side of the runway to masts S1, R1 to R6 and S2. (See sketches 2 and 3.) It has yet to be positively established whether there are also telephone lines running from flying control to masts R1 to R6 when positioned at the south-western end of the runway. There are six copper wires between flying control and mast S1, four between mast S1 and masts R1 to R6, and two wires between R1 to R6 and mast S2. The poles carrying the wires are alternately 6 and 8 meters high. The top portions of the poles on which the porcelain insulators and copper wires are strung are carefully shaved. It has been suggested that this and the varying height of the poles might be to help observation of would-be saboteurs. The poles are not numbered.

SECRET /CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

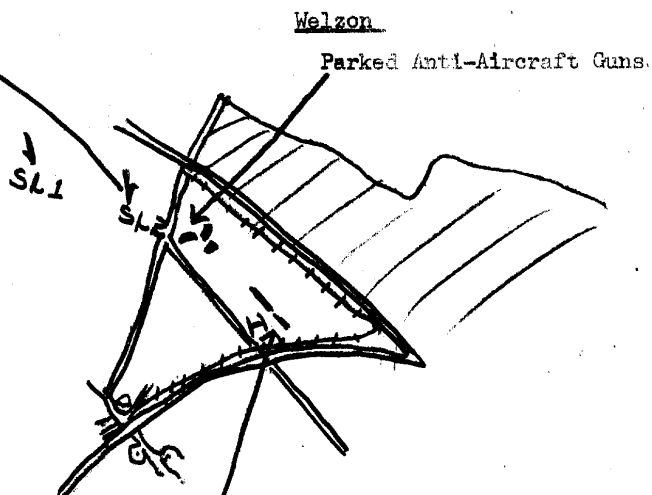
- 4 -

25X1

8. Anti-Aircraft Guns.

The six anti-aircraft guns and vehicles which arrived on 10 February have been parked in a fenced-in compound to the northeast between the end of the runway and Welzow. (See Sketch 1.)

SKETCH 1



New barracks (1953) superimposed on existing chart 1:25,000. Older barracks not shown.

SL1 = Search Light 1

SL2 = Search Light 2

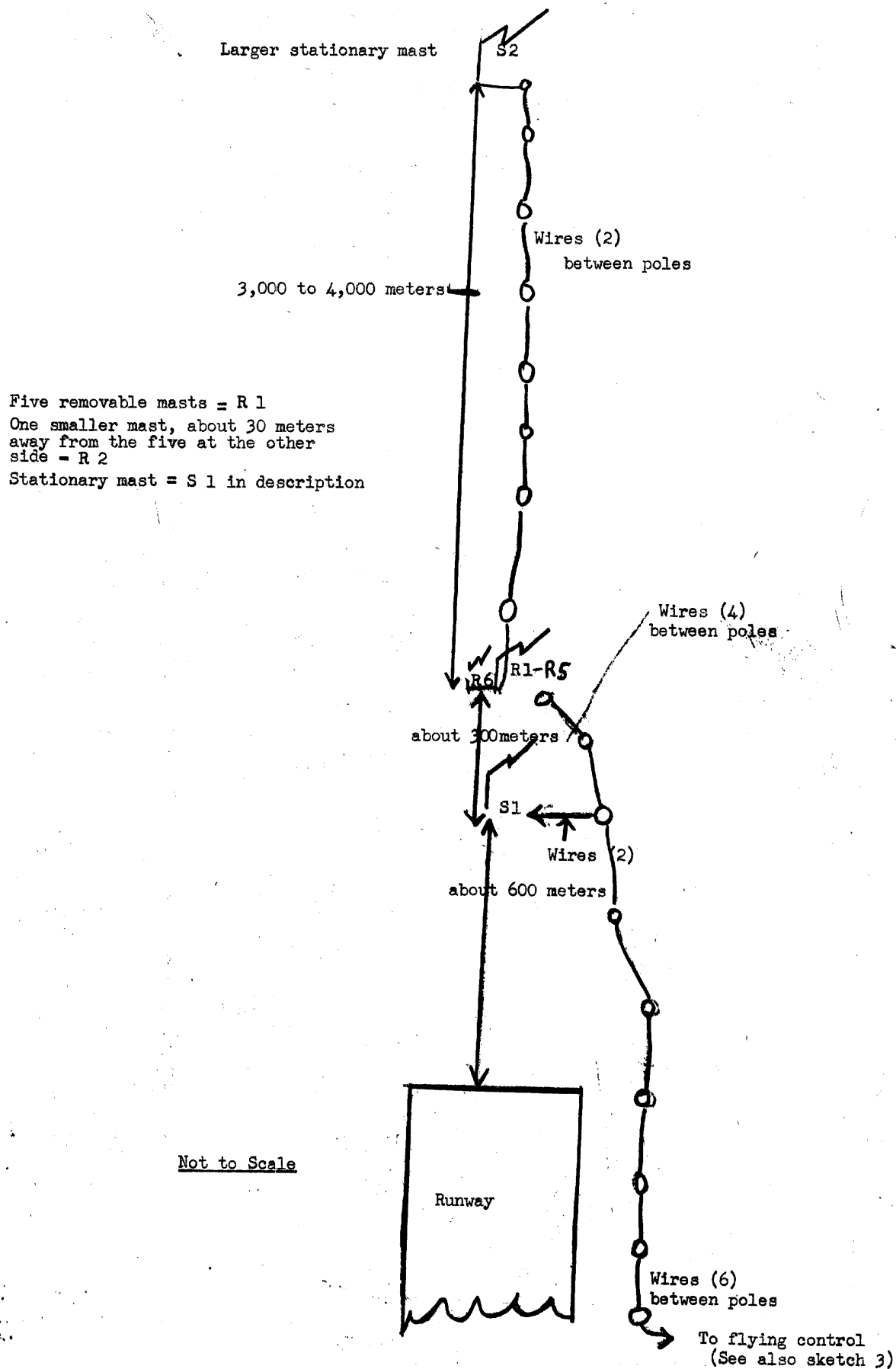
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

- 5 -



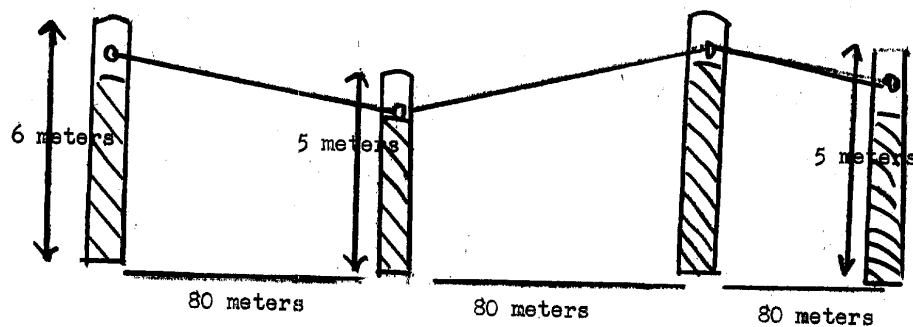
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 6 -

25X1

Sketch 3



Not to scale

SECRET/CONTROL - U.S. OFFICIALS ONLY